

## LOG OF A TRIP DOWN EAST

We left Washington on a rainy Friday, and made Fort Lee, New Jersey, that night. The next morning we called on John Shedd of Model Shipways and saw something of his amazing production methods for ship model fittings. We came away with a kit for his latest creation, the beautiful little half-brig NEWSBOY, built at Owls Head, Maine, in 1854, which carried Howes' original double topsail rig on the foremast. We probably never will have time to complete it, but the plans alone are a pleasure to look at.

After dropping down to Hoboken to see the VEENDAM sail, we headed across Manhattan to Connecticut. Rye Playland was closed for the season, and there was no sign that the poor old BENJ. F. PACKARD had ever been on display there as a "pirate ship". She was scuttled off Eatons Neck on 12 May 1939, after being pronounced too unseaworthy even for that business.

New Haven yielded little of interest, but we spent two days around New London. At the Coast Guard Academy we found the bark EAGLE and the three-masted schooner yacht ATLANTIC. How EAGLE can use radar on the fore lowermast and still set a foresail is beyond us; yet a seaman assured us it is done. There is an interesting bas-relief of the training bark SALMON P. CHASE (1878) over a door to one of the main buildings of the Academy.

In New London there is also a recent stone monument commemorating Moses Rogers and the steamer SAVANNAH of 1818, but we missed seeing the Historical Society. Across the Thames, at Groton, a sign marks the building site of the giant freighters MINNESOTA and DAKOTA in 1903, and directly across the street is a memorial erected in 1902 by M. F. Plant to Captain William Latham. The JOSEPH CONRAD was hauled out here when we first went by, but towed back to Mystic later in the day.

Out on the point at Noank the Palmer Shipyard is guarded by two large mastiffs, who distinctly chill visitors;

here, in addition to several LST's and smaller landing craft, are laid up the remains of the N.Y. Maritime Academy barracks ship ANNEX (originally 4m. sch. GEORGE H. BARNES LMHB), and the four-masted schooner ALICE L. PENDLETON (ex HAUPPAUGE LJQH).

At Mystic the local inhabitants were somewhat agog over the color write-up of their museum in the "Saturday Evening Post". We found Carl Cutler at the Marine Historical Association and renewed our discussion of ANDREW JACKSON vs FLYING CLOUD (see the October 1948 "Neptune"); but this friendly controversy seems not destined for settlement in our lifetimes.

The Association is undergoing a vast expansion program, with digging and brick-laying everywhere, and the visitor gets the impression that some of the ordinary housekeeping duties of the museum are being neglected. The girls were particularly critical of the labelling of the exhibits; some have no labels at all, and on others the labels only raise a number of unanswered questions; while such attributions as "British barkentine ALEPPO, 1810" are plain nonsense.

On the credit side of the ledger, the Museum is noticeably free from the generalities of uncritical donors, which plague such marine exhibits as that of the New York Historical Society. Their collection of half models is splendid, including many early examples and such rarities as the West Coast hell-ship HESPER. More,

## CONTENTS OF THIS ISSUE

THE SHIPBUILDERS OF HUMBOLDT BAY (PART 2).....	39
BUILDERS OF THE FIVE-MASTERS.....	41
ADDITIONS TO UNITED KINGDOM LIST....	41
SAILING SHIP NEWS.....	42
CURRENT BIBLIOGRAPHY.....	42
IRISH PENNANTS AND NEWS.....	43
FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST (PART 4).....	44
SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1890.....	46



however, could be made of those now in the rigging shop, which are too vulnerable to vandalism. Among the rigged models are a good San Francisco scow schooner, and several from the Cazenovia workshop of C.G. Davis; these latter are displayed too low for best effect. A rigged model should be viewed at such a height that the deck is not much lower than the observer's chin.

Outside, the pinky is in good shape on dry land, but other full-size craft are showing weather ravages. It is extremely difficult to preserve boats except under cover. The tide is in the hold of CHARLES W. MORGAN, one cathead is missing, and her bow seems ready to fall off; she has lasted a century, but the next one will be harder. JOSEPH CONRAD may soon have to represent the square-rigged sailing ship by herself, and, though her wrought-iron hull (if it was properly patched at Groton) will probably last a long time, it is regrettable that she could not be a vessel with more of the Yankee tradition behind her.

At Stonington we found Captain Elwell Thomas busily engaged in hauling out his boats for the winter. He has a book on shipyard management ready for press, which promises to be the best thing of its kind yet produced. We had a short trip with him on his tug WHITE CAP, reputedly the smallest towboat on the East Coast, and then went eastward.

The MADALAN, at Providence, was nearly ready to sail for the Cape Verdes, and after looking at her we had a brief visit with Bob Goddard, seeing some of his splendid photos of recently departed schooners.

The next morning we made New Bedford, where we headed for Johnnycake Hill and the Old Dartmouth Historical Society. This museum is devoted partly to the colonial folkways of the region (which chiefly interested the girls), and partly to whaling and seafaring. The outstanding feature is the one-half scale model of the whaler LAGODA (1826) in the Jonathan Bourne Whaling Museum; but equally important are the exhibits of whaling gear, cooper and blacksmith shops, half models, and illustrations of whaling scenes. We had some complaints of inadequate labelling, but more objectionable was the difficulty in deciphering

the hand-lettered labels.

A legacy of rigged models unrelated to whaling has here been arranged in the basement to illustrate the development of naval architecture, rather than being left in the heterogeneous juxtaposition that characterizes most such collections. After a chat with W.H. Tripp, the curator, in the course of which we committed the grave social error of suggesting that New Bedford once was outranked as a whaling port by San Francisco, we saw the Whaling Memorial in front of the Public Library, and then toured the waterfront. The Georges Bank fishery now is based chiefly in New Bedford, and the fish wharves are busy places. The old ANTON DOHRN, once a research vessel, now carries passengers to Cuttyhunk.

Across the river, at Fairhaven, we found the wreck of the two-masted schooner CORAL, and then went on toward Cape Cod. After a brief interval spent digging the De Soto out of a dune near the Cape Cod Canal, we reached Woods Hole, where a bronze tablet on a building across from the Oceanographic Institution commemorates its use as a candle factory and tells that here were built the ships UNCAS (1828), BARTHOLOMEW GOSNOLD (1832), and COMMODORE MORRIS (1841), and the bark ELIJAH SWIFT.

We reached Provincetown that night. The town remembers the Pilgrims, and in front of the Town Hall an enormous block of granite recalls the victory of the Portuguese-manned ROSE DOROTHEA over the Irish and Yankee schooners at Old Home Week in Boston in 1907, but there is little to remind the visitor of Provincetown's "plum pudding" whaling schooners. The local museum was closed for the winter.

The oar, the dory, and the tiller are recurrent motifs in the decor along Cape Cod, but at Plymouth begins the trundle-bed and candle-mold portion of New England, for which the girls had been waiting. A great many clapboard Colonial houses later, we arrived at Boston, where we spent three nights.

At the Athenaeum we called on Walter Whitehill, and encountered there also Jack McElroy, to whom S.E. Morison had just dedicated his third volume of the naval history of the War. The Coast Guard cutter OWASCO was at Constitution Wharf, and we were invited aboard to



dinner by Lieutenant Parker, who combines the duties of exec of a weather ship with research on coasting schooners, and has just sent to press on Mystic a volume on the New England coal schooners. Charles Morgan dropped in after chow, and the session on schooner plans, photographs, and anecdotes went far into the night.

The Boston Port & Seaman's Aid Society at Mariner's House has several valuable half-models: ships WITCH OF THE WAVE (1851), GEORGE RAYNES (1850), GOLDEN WEST (1852), BELLE OF THE WEST (1853), second SOVEREIGN OF THE SEAS (1868), MORNING LIGHT (1853), SHERMAN B. ALLEN, and steamer LEWIS K. THURLOW (1913). There is also a sail plan of USS CONSTITUTION, dated 1817, and one of R.B. Forbes' toy schooner models of 1888.

In the Old State House the Boston Marine Museum has an interesting exhibit, which includes such treasures as the Butterworth painting of GREAT REPUBLIC under Forbes' rig, the Cornelius McKay model of STAGHOUND (1850), and the big rigged Chinese model of COHOTA (1843) described in "The American Neptune" for January 1947. Among the half models are RED JACKET (1854), KEDART (Magoun & Turner, Medford, 1851), OCEAN PEARL (T. Magoun, Charlestown, 1853), and ANDREW JACKSON (D.D. Kelly, E. Boston, 1864). These are too accessible, and some vandalism has occurred.

CONSTITUTION and CONSTELLATION, the latter without masts, are both now at Charlestown Navy Yard, but the nearby Sailor's Haven, which used to sport the figurehead of Captain Samuel Skolfield, has disappeared before a slum-clearance project in the shadow of Bunker Hill Monument. Over in East Boston, in a tough neighborhood, is Donald McKay High School, but we were unable to visit the monument to McKay across the harbor. After a visit with Giles Tod, and a look at his collection of material on recent East Coast sailing vessels, we left for Salem.

The old graveyard at Marblehead is well worth a visit; it has a memorial to Captain James Mugford and his crew in the schooner FRANKLIN of 1776; but, except for yachts, Marblehead now has little in the way of shipping. At Salem an old coasting schooner has been rebuilt to show what the ARABELLA of 1630 might have looked like; although set in concrete she is in poor shape.

(to be continued)

## THE SHIPBUILDERS OF HUMBOLDT BAY (PART 2)

PETER MATTHEWS

The son of Auley Matthews, Peter Matthews was born in Prince Edward Island in 1843, and in 1868 he went to Perry, Maine, where he worked in a shipyard. In 1874 he came to California and found employment at the Bendixsen shipyard on Humboldt Bay, where he worked until 1882.

In the summer of 1882 Matthews established a shipyard of his own at the foot of K Street, Eureka, where he operated a marine railway and built the following vessels:

Name	Rig	Tons	Owner
		1888	
ANTELOPE	StrnWhl	155	John Vance
		1889	
OLGA	4m.Sch	498	Charles Nelson
		1891	
ETHEL ZANE	4mSch	498	C.A. Hooper
BANGOR	4mSch	511	C.A. Hooper
		1893	
EXCELSIOR	Stmr.	528	C.A. Hooper
JOHN A.	3m.Sch	282	Geo. L. Sweet

ANTELOPE was dismantled in 1909 and her fittings were installed in a new hull for Humboldt Bay service. Matthews had become an American citizen in 1880, and hence was eligible to own a 1/10 interest in OLGA, which was lost in the Hawaiian Islands in 1906.

He owned a 1/16 interest in ETHEL ZANE, from the same molds as OLGA, which was abandoned east of the Marianas in a typhoon in July 1918, and in her sister BANGOR, which became a breakwater for the construction of the Carquinez Bridge and was beached near its northern end after the bridge was completed.

After a long career, mainly on the Alaska run, the EXCELSIOR was sunk in San Francisco Bay by the HARVARD in February 1916. The JOHN A., later a codfisher, is still afloat in Puget Sound waters.

In March 1897 Matthews moved his shipyard equipment to Hoquiam, Washington.

Here he built

		1897	
DEFIANCE	4m.Sch	604	E.K. Wood Lumb. Co

		1898	
DIRIGO	Stmr.	843	Alaska SS Co.

DEFIANCE was burned in the Solomon Islands in January 1922, while DIRIGO was lost east of Cape St. Elias in November 1914. Matthews died on 4 March



1898, and his yard was taken over by his son-in-law, G.H. Hitchings.

### GEORGE H. HITCHINGS

Probably the most accomplished designer of wooden ships that the West Coast produced during the period under study, George Herbert Hitchings, like W.H. McWhinney, was a native of St. Andrews, New Brunswick. He was born in August 1866, the son of Andrew and Tryphena (Little) Hitchings.

Andrew Hitchings was also born in St. Andrews, in 1829. He was a millwright and spar-maker by trade, and about 1870 removed with his family to Eureka, California. At 16, George Hitchings went to work as a spar-maker for his father; later he took up drafting and many other phases of wooden shipbuilding, before becoming a builder in his own right. He married Lillian B. Matthews, daughter of Peter Matthews, in Eureka in 1889; they had two daughters and a son, G.H. Jr., who became a college professor.

The Hitchings family moved to Grays Harbor with Peter Matthews in 1897, and on the death of the latter in March 1898 Hitchings was asked to continue construction of a four-masted schooner then on the stocks, and to take over the contract for a second not yet started. The shipping industry was booming on account of the Spanish-American War and the Alaskan Gold Rush, and more contracts followed. In 1901 Hitchings took John Joyce into partnership. Here are the vessels built at Hoquiam by G.H. Hitchings and (after 1900) by Hitchings & Joyce:

	1898
DAUNTLESS	4m. Sch 548 E.K. Wood L. Co.
	1899
FRED J. WOOD	4m. Sch 681 E.K. Wood L. Co.
COLUMBIA	4m. Sch 684 Albert Meyer
	1900
ROBERT DOLLAR	Stmr. 1389 R. Dollar
RAINIER	St. Sch 800 Thos. Pollard
FEARLESS	4m. Sch 736 E.K. Wood L. Co.
	1901
KAILUA	4m. Sch 736 Hind, Rolph & Co.
MAHUKONA	4m. Sch 738 Hind, Rolph & Co.
OLYMPIC	St. Sch 688 E.K. Wood L. Co.
A. F. COATS	4m. Sch 617 J. J. McKinnon
	1902
ALERT	4m. Sch 623 E.K. Wood L. Co.
MELROSE	4m. Sch 615 J. J. McKinnon
RESOLUTE	4m. Sch 684 E.K. Wood L. Co.
	1903
SHASTA	St. Sch 722 E.K. Wood L. Co.

1904

HELEN P. DREW St. Sch 286 L.E. White L. Co.  
KALAMA Barge 1201 Nor. Pac. Ry. Co.

1906

TIVERTON St. Sch 557 J.O. Davenport

DAUNTLESS was scrapped about 1928 after service as a barge at Los Angeles, and FRED J. WOOD was also scrapped about that time. COLUMBIA was sold to Australia in 1927.

ROBERT DOLLAR, a combination passenger and lumber carrier, was towed to San Francisco to receive her engines with 1050-M feet of lumber, the largest cargo by some 450-M that had yet been taken across Grays Harbor Bar. She was scrapped about 1932 as the FAIR OAKS. RAINIER was built to the same molds with 6-ft more length, but lacked passenger accommodations. She was later enlarged to 1410 tons and was in service till about 1927.

FEARLESS was on the model of COLUMBIA and FRED J. WOOD, with some added depth. She was wrecked in Cuban waters in November 1927. MAHUKONA and KAILUA, sisters of FEARLESS costing \$50,000 apiece, were wrecked at Apia, Samoa, in January 1918, and "at sea" in March 1904, respectively.

OLYMPIC, which cost \$90,000, was the first oil-burner on the West Coast to be licensed to carry passengers (August 1902). She foundered in the Gulf off Porto Mexico in October 1917. A. F. COATS was burned at Ponce, P.R., in July 1926. ALERT, a sister, was wrecked at Niuafoou, Tonga, in June 1923. MELROSE, another sister, costing \$42,500, ended her days as a fishing barge off Los Angeles; we saw her last in 1938.

The complete plans of RESOLUTE, a sister of COLUMBIA and FRED WOOD, can be found in the "Nautical Gazette", 6 March 1902, p. 8. Her hull is now reported to house a yacht club at Mobile. SHASTA had the same dimensions as ROBERT DOLLAR, except for a foot more draft. She was lost on Point Conception, California, 5 October 1906.

HELEN DREW was a floating sardine reduction plant in her old age, and was laid up in San Francisco Bay in 1943. TIVERTON was lost in Humboldt Bay in March 1933.

Although TIVERTON is the last vessel on record as built by Hitchings & Joyce, they are stated to have operated their Hoquiam yard until 1910. Then they sold out, and Hitchings moved to Berkeley, with an office at San Francisco, doing design work. In 1913 he moved again to



Seattle, where he designed the steam schooner SIERRA, built by G.F. Matthews in 1915; and in 1916 he became associated with the Pacific American Fisheries Co., which was establishing a shipyard at Bellingham, Washington, to build vessels to serve its Alaskan canneries.

Hitchings, as manager of the yard, was responsible for the design of the 255-ft twin screw steamers REDWOOD and FIRWOOD, and the 250-footers HOLLYWOOD, ROSEWOOD, OAKWOOD, and CATHERINE D. Five of these were sold when new to foreign owners, but two stayed under U.S. registry: REDWOOD, 1793 tons, built 1917, which was taken over by the Army Quartermaster Department in February 1941; and CATHERINE D., 2224 tons, built 1913, which became the Navy floating machine shop TATOOSH in March 1941, and was stricken from the Navy List in December 1944. Not a bad record of service for two wooden hulls, men to design and build such craft could not be found in this country in World War II.

Under Hitchings' direction in 1916 the Bellingham yard also turned out the 119-ton steam cannery tender MODOC. He died in Seattle General Hospital on 26 May 1917.

#### JOHN JOYCE

Born in Tatamagouche, Nova Scotia, 16 January 1852, John Joyce was the son of John and Mary Joyce. His parents were of Loyalist stock; it is stated that they were Mayflower descendants. Young John learned the shipbuilding trade from his father, a master builder, and at the age of 25 migrated to San Francisco, where as an expert ship carpenter he earned \$5 per day. The first \$100 he saved was sent back to Nova Scotia to his mother and sister.

Soon after arriving in San Francisco, Joyce met H.D. Bendixsen, and they became great friends. Joyce went with him to Humboldt Bay, where he became an American citizen in 1883, worked as manager of the Bendixsen shipyard, and married Bendixsen's niece, Bertha.

Although the Joyces lived in the Bendixsen home, and Joyce owned shares in many of the ships built in the Bendixsen yard during his 25 years as manager, he always declined to become a partner in the firm. Likewise he turned down an offer to join John Lindstrom when the latter opened a yard at Aberdeen. In

1901, when Bendixsen retired and sold his plant, Joyce refused an offer of 200 shares of stock in the Bendixsen Shipbuilding Company and a wage of \$15 a day to run the yard for the new corporation, and went up to Hoquiam to join George Hitchings in partnership. They were close friends, "like David and Jonathan", as Mrs. Hitchings put it; and they were also an ideal partnership in their respective skills, as Joyce did the practical work in the shipyard, while Hitchings prepared the designs and ran the office.

A.F. COATS and ALERT were the first hulls turned out under the Hitchings & Joyce partnership.

After the plant was sold in 1910, Joyce worked as superintendent of construction for various San Francisco firms. Unfortunately, we have no record of what ships he was responsible for during this period, or of when he died.

\*\*\*

#### BUILDERS OF THE FIVE-MASTERS

In amplification of the list printed on pp 4 and 5 of this volume of LOG CHIPS are the following builders' names:

H.M.Bean: JENNIE FRENCH POTTER, KPMV; ARTHUR SEITZ, KRDC; T.CHARLTON HENRY, KSDH; SAMUEL J.GOUCHER, KMQ; HELEN J. SEITZ, KVCM.

New England Shipbuilding Co.: PRESCOTT PALMER, KRIN.

N.T.Palmer: NATHANIEL T.PALMER, KNTD.

Washburn Bros.: WASHINGTON B.THOMAS, KSJB.

George L.Welt: PAUL PALMER, KRVN.

\*\*\*

#### ADDITIONS TO UNITED KINGDOM LIST

To the 1886 and 1887 lists add:

BUNCRANA, wood bktn, 1886, 211 tons; by Troon S.B.Co., Troon, for T.Steele, Ayr; wrecked 1887.

VENTURA, steel ship, 1886, 1700 tons; by McMillan, Dumbarton, for Scotia Shipp. Co.Lim., Glasgow. 1909 STRØMSØ, Grefstad & Herlofsen, Arendal; 1912 STANGHOLMEN; 1913 FISKAR, H.Hansen, Kristiansand.

MAXWELL, Iron ship, 1887, 1856 tons; by Royden, Liverpool, for Johnston, Sproule & Co., Liverpool. Lost by collision April 1902.

ILMA in the Grangemouth 1886 list should have been indicated as "launched 1885, completed 1886".

\*\*\*



## SAILING SHIP NEWS

(With thanks to W.M.Fenerin, W.J.Gilman, R.H.I.Goddard, Gordon Jones, Giles Tod, Capt.P.A.McDonald and others who have sent in items; also acknowledgements to "Sea Breezes", "Spindrift Log", and "Maritime Review".)

ALBATROSS, Swed.aux.4m.sch. 30 Sept.left London; arr Gothenburg 4 Oct.  
 ARCHIBALD RUSSELL, 4m.Bk. Laid up on the Tyne since start of World War II; 4 Oct. returned to Finnish ownership.  
 C.S.HOMMES, barge (ex-4m.sch). Put into service by Alaska Straits Tug & Barge Co. late this summer, after lying in Lake Union since the end of the war.  
 CARRICK, hulk (ex-ship CITY OF ADELAIDE of 1864). Becoming RNRV club at Glasgow.  
 CHRISTIAN RADICH, Nor.tr.ship. 1 Sept. passed Fair Isle, 23 d from New York.  
 DANMARK, Dan.tr.ship. 2 Oct.arr Madeira; 8 Oct.arr Tenerife.  
 DIAMOND HEAD, oil barge (ex-ship GAINSBOROUGH of 1866). Still in Lake Union.  
 EFFIE M.MORRISSEY, 2m.Sch. 25 Oct. arr St.Vincent CVI, 68 d from New Bedford.  
 GJØA, aux.sloop. The vessel in which Amundsen negotiated the Northwest Passage in 1903-06, and which has been a pile of timbers in Golden Gate park, San Francisco, ever since the WPA project to repair her was suspended, will be rebuilt at a cost of \$24,803.  
 LA MERCED, 4m.aux.sch. Unloaded 40,000 cases of salmon at Seattle in September and then laid up in Lake Union. Her sails apparently were not used this year.  
 MADALAN, bgn. Her arrival at Dakar on 28 May was from the Cape Verdes, and not direct from the US. 18 Nov.sailed Providence for Cape Verdes.  
 MOSHULU, Finn.4m.bk. 13 June arr Bergen; later towed to Stockholm.  
 PAMIR, 4m.bk. 21 Sept.left Auckland; arr Wellington 2 Oct. Will be returned to Finnish owners by New Zealand Govt.  
 PASSAT, Finn.4m.bk. 6 Oct.arr Falmouth, 143 d from Port Victoria. 10 Oct.left in tow for Avonmouth.  
 PIETRINA, Urug.aux.bark. Running between Rio Grande and Rosario in late summer.  
 SEKSTAN, Russ.aux.tr.bktn. Sailing from Leningrad to Vladivostok via Plymouth, Gibraltar, Port Said, Aden, Colombo. 9 Sept.arr Singapore; 12th left for Hong Kong.

SØRLANDET, Nor.tr.ship. Arr London in July; 23 Aug.arr Trondheim.  
 STATSRAAD LEHMKUHL, Nor.tr.bark. 19 Sept. arr Bergen from Stord.  
 SVAERDFISKEN, Dan.aux.4m.bktn. 4 Sept. ashore Svalbardseyri, bound Copenhagen to Greenland; refloated.  
 VIKING, Finn.4m.bk. 1 Sept left London in tow for Antwerp; arr 2 Sept.  
 WILLIAM TAYLOR, barge (ex-4m.sch). Now lying in Lake Union, Seattle. Has been repainted -- white to green.  
 WORCESTER, tr.hulk (built 1839). 30 Aug. foundered in Thames off Grays; 11 Sept. moved inshore for scrapping.  
 YXPILA, Finn.4m.sch. 1 Oct.left Farosund in tow for Gdansk after temporary repairs.  
 ZACA, sch.yacht. Charles Templeton Crocker, who owned the ZACA for many years, died at San Francisco on 12 December at 64. He was the son of the banker Charles Frederick Crocker (for whom a 4m.bktn was named) and grandson of Charles Crocker of the Central Pacific.

\*\*\*

Captain Ralph E.Pearley died at Aberdeen, Washington, on 13 December, aged 83. He served in the 3m.sch PIONEER and commanded 5m.sch LOUIS, but was best known as master of 5m.sch VIGILANT from 1919 to 1930. According to legend, he was the prototype of Matt Peasley in Peter B.Kyne's "Cappy Ricks" stories.

\*\*\*

## CURRENT BIBLIOGRAPHY

BOYD, R.T., "Some recollections of the USS CONSTELLATION and the midshipmen's summer cruise of 1889", Shipmate, p.7, 21, August 1948.  
 BURGESS, R.H., "Bermuda bound by 'air'", Chesapeake Skipper, p.6, 21, 28, Aug. 1948 (ill). Newport News to Bermuda in DORIS HAMLIN, 1936.  
 FEININGER, T.L., "German sailing vessels of the 1920's and 30's", Rudder, pp. 15-17, October 1948. Drawings.  
 GREEN, W.H., "Memoirs of MARY RIDER; the story of a Chesapeake Bay log canoe", Chesapeake Skipper, pp.12-13, 26-27, May 1948 (ill).  
 GREEN, W.H., "Building, rigging, and racing a log canoe", Ches.Skip., pp 23, 26-27, June 1948 (ill).  
 HERRESHOF, L.F., "The names of some of the yacht sails", Rudder, pp.27-31, 58, August 1948 (ill).

\*\*\*



## IRISH PENNANTS AND NEWS

## NEW PUBLICATIONS IN OUR FIELD

In December there appeared the first issue of "Maritime Review", published by J.F. Colton & Co., Inc. for International Maritime Exchange (the clearing house of maritime information), and described as "a monthly compendium of maritime information."

The first two issues contain news items, lists of launchings, sales, and casualties, positions of sailing vessels, bibliography, lists of sailing vessel photographs, and a register of square-rigged vessels of the world as of 1 January 1948.

It is published at P.O. Box 301, Flagstaff, Arizona; subscription \$2.50 per annum in USA or \$3.25 elsewhere.

Rounding out its first year is "Secretary's Monthly Letter", organ of the Nautical Research Guild, published by the secretary-treasurer, R.A. Nash, at 20 S. Baldwin Ave., Sierra Madre, California. The Guild and its organ will be of especial interest to model makers. Annual dues are \$5.

## AMERICAN EDITION OF "SEA BREEZES"

Announcement has just been received from Liverpool, in advance of receipt of a copy, of the establishment of an American edition of the famous "Sea Breezes". Prior to World War II, "Sea Breezes" had a large following in this country, but when it resumed publication in 1946 with a new, digest-sized format, and with its columns open to mention of steamships as well as sailing vessels, many American readers lost interest.

Now an American edition has been launched, with appeal to readers in this country. "Sea Breezes" is published at 17 James Street, Liverpool 2, England; annual subscription 13/- (\$2.65).

\*\*\*

## THE MEANING OF "BUILDER"

You state (p.30) that N.E. Vinal built JOHN K. SOUTHER. My impression is that Washburn Bros. built her. I think probably Vinal was Washburn's master builder. Who is the actual builder, the man who pays the bills or the master builder?

S.W.L., Lancaster, Mass.

The point you raise is a very interesting one. There are at least three ways in which the "builder" of a vessel may be identified:

(1) The master carpenter, or yard manager, who has general supervision of the material and workmanship going into the vessel; who hires and fires, approves invoices for

payment, and is general "bull of the woods"

(2) The person or firm who pays the workmen and the bills, and who conveys a bill of sale to the first owners, or

(3) The proprietors of the shipyard site in which the vessel was built.

Commonly, but not always, (2) and (3)

are the same, as (3) may have leased a slip to (2). Sometimes (1) is the same as (2), or a member of the firm; more often he is only an employee of (2).

The carpenter's certificate required by R.S. 4147, and which will generally be the only identification of "builder" in Customs House records, is usually signed by (1), but it may be signed by someone else; for example, the captain, when he has supervised construction as a representative of the first owners.

Classification society registers usually give (2) as the builder, but this is not a hard and fast rule, as John McDonald, master builder for Flint & Co. at Bath, was usually listed as builder of their ships. On the other hand, although John Joyce (p.41) managed Bendixsen's shipyard for 25 years, it appears that Bendixsen signed all the carpenter's certificates himself.

Ed.--LOG CHIPS

\*\*\*

## INFORMATION WANTED

DENCY, bark, built at Prospect, Maine, in 1849 and lost in 1869.

CITY OF BANGOR, bark, built at Brewer, Maine, in 1862 and sold at Hamburg, 1874.

HOSEA RICH, bark, built at Brewer, Me., in 1866, sold to Italy in 1884 and condemned in 1902.

Photographs, paintings, or any particulars of the voyages of the above vessels are desired; also hull plans of any similar Penobscot-built vessels of the period.

Also, any information on a vessel named ELINOR, rig unknown, commanded by Capt. C.F.H. Menges circa 1850-60.

--C.H.F.M., Van Nuy

Information is wanted on a small ship or bark ANNIE ROYDEN, launched in the '80's or '90's and owned in Liverpool.

--O.L.B., Hicksville N.Y.

(Many other letters held over until next issue owing to lack of space.)

Ed.--LOG CHIPS)

\*\*\*\*\*



## FOUR-MASTED SCHOONERS BUILT ON THE EAST COAST (Part 4)

Name	Gross Tons	Signal Letters	Year Place built	Builders
1917 (continued)				
FRANCIS J. McDONALD	1059	LJNM	Noank, Conn.	Groton Iron Works
ALLA G. TURNER (aux)	677	LMPH	Westlake, La.	Glooney Const. & Towg. Co.
1918				
VERDUN (diesel aux)	1350	French	Savannah, Ga.	Savannah Eng. & Const. Co.
HAUSPRAUGE	1394	LJQH	Wilmington, N.C.	Naul Shipbuilding Co.
(torpedoed 1918; salvaged and rn ALICE L. PENDLETON)				
MYRON C. TAYLOR	1358	LJQS	Brunswick, Ga.	Brunswick Mar. Const. Corp.
LAURA A. BARNES	629	LJRF	Camden, Maine	Robert L. Bean
ELFA PIERCE THURLOW	1505	LJRT	Rockland, Maine	Cobb, Butler & Co.
HELEN SWANZY (aux)	746	LJWK	Stockton Springs, Me.	Stockton Yard, Inc.
HARRY G. DEERING	1342	LJWR	Bath, Maine	G.G. Deering Co.
RICHARD T. GREEN	1467	LKMT	Chelsea, Mass.	Richard T. Green Co.
ROSAMIE HULL	826	LKNP	Savannah, Ga.	Georgia Shipbuilding Co.
MARGARET THROOP	1264	LKRD	Thomaston, Maine	Dunn & Elliot Co.
(rn BESSIE M. DUSTIN)				
LEONIDAS (aux)	920	LKRP	Millville, Fla.	Gulf Shipbuilding Co.
DE WITT BROWN	1325	LKRT	Jacksonville, Fla.	E.G. Potter
COMMACK	1446	LKRW	Wilmington, N.C.	Nelson Ingalls
BURKELAND (rn MILENA)	706	LKSP	Milton, Florida	Bagdad S.B. Co.
SHEREWOG (aux)	1353	LKST	Savannah, Georgia	Savannah Eng. & Const. Co.
AUGUSTA G. HILTON	1652	LKVF	Thomaston, Maine	Atlantic Coast Co.
HESPER	1348	LMGH	Somerset, Mass.	Crownshield S.B. Co.
DAVID COHEN	754	LMGS	Dennysville, Maine	Pushoe Bros.
(auxiliary; engines removed and rn VICTORIA S.)				
GEO. H. BARNES	1611	LMHB	Jacksonville, Fla.	E.G. Potter
(rn GUILFORD D. PENDLETON; later ANNEX)				
ISABEL C. HARRISS	1078	LMJH	Wilmington, N.C.	Wilmington Wooden Ship
ELIZABETH RUTH	862	LMPJ	Biloxi, Miss.	Mississippi S.B. Corp.
(1922 rn FLYING CLOUD, diesel aux. yacht)				
ELMIR ROBERTS (aux)	784	LMPW	Orange, Texas	Joseph Weaver & Sns. S.B. Co.
PAUL E. THURLOW	1590	LMQJ	Rockland, Maine	Cobb, Butler & Co.
LIEUT. SAM MENGEL	907	LMRQ	Bath, Maine	Percy & Small, Inc.
FRANCES L. TAUSSIG	1080	LMWH	Boothbay Harbor, Me.	Atlantic Coast Co.
KENNEBUNK	719	LNBF	Kennebunk, Maine	Almon J. Smith
EDNA M. McKNIGHT	1326	LNCD	Camden, Maine	Robert L. Bean
IRENE S. WILKINSON	818	LNCK	Savannah, Georgia	Georgia S.B. Co.
WILBERT S. BARTLETT	741	LNDB	Millbridge, Maine	Sawyer Shipyard Corp.
JERE G. SHAW	739	LNGM	Biddeford, Maine	Biddeford S.B. Co.
(rn CATHERINE G. SCOTT)				
KINGSWAY	1272	LNJT	Mystic, Conn.	Pendleton Bros.
JACOB W. HOOK	677	LNKB	Richmond, Maine	Crosby Nav. Co.
JOHN R. FOX	741	LNSK	Phippsburg, Maine	F.S. Bowker & Sons
AZUA	664	LNVF	Lineclumville, N.Y.	Carteret Ferry Corp.
GLADYS M. TAYLOR	967	LPCF	Stockton Springs, Me.	Stockton Yard, Inc.
SALLY PERSIS NOYES	1034	LPCN	Harrington, Maine	Frye Flynn Co.
(rn CONSTELLATION: yacht)				
CHARLES D. STANFORD	714	LPCQ	Brewer, Maine	Banger-Brewer S.B. Co.
ALEXANDER H. ERICKSON	970	LPCQ	Seaford, Delaware	Delaware S.B. Co.
(rn WELLINGTON)				
BRINA P. PENDLETON	1513	LPFB	Bath, Maine	Pendleton Bros., Inc.
SIR THOMAS J. LIPTON	1358	LPHM	Brunswick, Ga.	Brunswick Mar. Const. Corp.
IDA S. DOW	1411	LPKH	Thomaston, Maine	Atlantic Coast Co.



Name	Gross Tons	Signal Letters	Year Place built	Builders
1919				
JEAN L. SOMERVILLE	749	LPQH	Gulfport, Miss.	Gulfport S.B.Co.
JOSEPH LEOPOLD	668	LPRH	Biloxi, Miss.	J.F.Stuard
MARGUERITE M. WEMYSS	582	LPRJ	Boothbay Harbor, Me.	East Coast Ship Co.
BAGDAD	790	LPRN	Milton, Florida	Bagdad S.B.Co.
CHARLES A. DEAN	1143	LQBS	Camden, Maine	Robert L. Bean
A. ERNEST MILLS	946	LQDS	Stockton Springs, Me.	Stockton Yard Inc.
FREEMAN	1070	LQFR	Rockland, Maine	F.Cobb S.B.Co.
MARGARET SPENCER	818	LQJM	Savannah, Georgia	Georgia S.B.Co.
W. H. WOODIN	1488	LQMJ	Wilmington, Del.	American Car & Foundry
(rn B. S. TAYLOR)				
VIRGINIA PENDLETON	1547	LQRM	Mystic, Conn.	Pendleton Bros.
DOROTHEA L. BRINKMANN	698	LQTC	Rockland, Maine	I.L.Snow & Co.
PAT HARRISON	1145	LRBT	Biloxi, Miss.	Coast Ship Co.
(rn ALICE VERZONE)				
BRADFORD E. JONES	1648	LRFQ	Boothbay Harbor, Me.	Atlantic Coast Co.
VIRGINIA DARE	1569	LRGH	Newcastle, Maine	Newcastle S.B.Co.
JAMES E. COBURN	987	LRKC	South Orrington, Me.	Boston & Penobscot S.B.Co.
ESTHER K.	1001	LRKD	Dennysville, Maine	Dennysville S.Yd.Corp.
(rn HOLLYWOOD; then ESTHER K. again)				
ELIZABETH BANDI	767	LRMT	Gulfport, Miss.	Gulfport S.B.Co.
(rn BANDI 1931; SEUTE DEERN 1939)				
MARY STUART	726	LSCH	Phippsburg, Me.	F.S.Bowker & Sons
M. VIVIAN PIERCE	1511	LSCJ	Thomaston, Maine	Atlantic Coast Co.
(rn EDWARD L. SWAN)				
COPPERFIELD	691	LSCN	Chickasaw, Alabama	Shellbanks S.B.Co.
HELEN BARNET GRING	1226	LSFC	Camden, Maine	Robert L. Bean
JAMES E. NEWSOM	707	LSKM	Boothbay Harbor, Me.	East Coast Ship Co.
LUCIA P. DOW	998	LSNB	Rockland, Maine	Cobb, Butler & Co.
KATHERINE MAY	915	LSRN	East Hampden, Maine	Bangor Shipbuilding Co.
ANNA G. LORD	861	LSTC	Bath, Maine	Pendleton Bros. Inc.
HERBERT L. RAMDING	1209	LSTD	Stockton Springs, Me.	Stockton Yard, Inc.
R. R. GOVIN	872	LSTH	Linoleumville, N.Y.	Carteret Ferry Corp.
MARY BRADFORD PEIRCE	1133	LSVR	Boothbay Harbor, Me.	Atlantic Coast Co.
DORIS HAMLIN	1063	LTBH	Harrington, Maine	Frye Flynn Co.
MIRIAM LANDIS	904	LTCH	Bath, Maine	Percy & Small Inc.
(rn KENTON)				
CHARLES S. GAWTHROP	1488	LTNM	Wilmington, Del.	American Car & Foundry
(diesel aux; later removed; rn G. A. KOHLER)				
VELMA L. HAMLIN	1091	LTQC	Harrington, Maine	Frye Flynn Co.
HORACE E. MUNROE	1626	LTWG	Brewer, Maine	Bangor-Brewer S.B.Co.
ANANDALE	1630	LTWP	Sharptown, Md.	Thirty-Six Corp.
WM. H. HARRIMAN	1450	LVCW	Thomaston, Maine	Atlantic Coast Co.
AMELIA ZEMAN	738	LVHC	Phippsburg, Maine	F.S.Bowker & Sons
JOHN FRANCIS STUARD	1200	LVHM	Handsboro, Miss.	Mateo Martinovich
RUTH BARTIN	875	LVJQ	Portland, Maine	Russell S.B.Co.
VILLE DE DIXMUDE	1325	MDGS	Millville, Fla.	Gulf S.B.Co.
(French aux.diesel; later removed and rn GRACE N. PENDLETON)				
1920				
CECILIA COHEN	1102	LVMT	Bath, Maine	Percy & Small, Inc.
DOLLY MADISON	1540	LVQF	Newcastle, Maine	Newcastle S.B.Co.
ROBERT L. BEAN	1335	LVQW	Camden, Maine	Robert L. Bean
MARY G. MAYNARD	735	LVOP	Boothbay Harbor, Me.	East Coast Ship Co.

(to be concluded)



## SAILING SHIPS LAUNCHED IN THE UNITED KINGDOM, 1890

(Arranged by builders; hulls steel except as noted)

Name	Rig	Gross	First owners	Dead-weight
Later name		Year	Later owners	
William Pickersgill & Son, Southwick, Sunderland				
HANNA HEYE (Iron)	Bark	1422	Carl Neynaber, Elsfleth, Germany	
VEGA				
RIO				
TRIPOLITANIA				
GARIBALDI				
MAGUY			Gillet & Fils, Marseille	
DRUMALIS	4m.Bark	2530	P. Iredale & Porter, Liverpool	
ANDRADA	4m.Bark	2593	E.F. & W. Roberts, Liverpool (Completed 1891)	
Southampton Naval Works, Southampton				
KATY (Completed 1891)	Ship	2250	Christian Moller, Christiania, Norway	3400
AGNES 1891)			D.H. Wätjen, Bremen	
Charles Hill & Sons, Bristol				
PENHYRN CASTLE	Bark	1367	R. Thomas, London	2250
Milford Haven Shipbuilding Co. (T.R. Oswald & Co.), Milford Haven				
SPEKE (Compl. 1891)	Ship	2875	R.W. Leyland & Co., Liverpool	4400
R. & J. Evans & Co., Brunswick Dock, Liverpool				
ATACAMA (Iron)	Bark	1146	Samuel Wakeham & Son, Liverpool	
POLASTERNE			Skibs A/S Stjernan (H. Jacobsen & Co.), Sarpsborg.	
W. H. Potter & Sons, Queens Dock, Liverpool				
ALTAIR (Iron)	4m.Bark	2452	Doyes & Ruyter, Bremen, Germany	----
DUNFERMLINE	4m.Bark	2902	Macvicar, Marshall & Co., Liverpool	4300
CARL RUDGERT VINNEN				
BURROWA		1914	Admiralty, London (prize)	
Royden & Sons, Queens Dock, Liverpool				
CROMPTON	4m.Ship	2810	Macvicar, Marshall & Co., Liverpool	
R. Williamson & Son, Workington				
EUSEMERE	4m.Bark	2512	Sl. Shp. E. Co. Lim. (Fisher & Sprott), London	
PINDOS			1896 B. Wencke Sohne, Hamburg	
Ritson & Co., Maryport				
PETER IREDALE	4m.Bark	2075	P. Iredale & Porter, Liverpool (Iron & Steel)	
CRIFFEL (Compl. 1891)	Bark	1250	McDiarmid, Greenshields & Co., Liverpool	
BAUNEN			1909 H. Christensen, Langesund, Norway	
J. Reid & Co., Port Glasgow				
WHITE HEATHER	Aux. Bark	451	(yacht)	
APACHE				
Robert Duncan & Co. Lim., Port Glasgow				
ANDROMEDA	4m.Bark	1928	George F. Smith, Glasgow	3200
KELTON	4m.Bark	1924	Village Line (T. G. Guthrie), Glasgow	----
GLENBRECK	4m.Bark	1900	Shp. G. Co. Lim. (Robert R. Paterson), Greenock	3100
PASS OF BRANDER	4m.Bark	2127	Gibson, Clark & Co., Glasgow	3500
BENGAIRN			J. & J. Rae, Liverpool	
ROBERT DUNCAN	4m.Bark	2166	Leitch & Muir, Greenock (Completed 1891)	3500
WILLIAM T. LEWIS			1910 James Rolph, San Francisco	
FIBREBOARD (barge)			Island Tug & Barge Co., Victoria, B.C.	



## UNITED KINGDOM LAUNCHINGS, 1890, continued.

William Hamilton & Co., Port Glasgow				
BARCRAIG	Ship	2149	Hamilton, Harvey & Co., Glasgow	3480
ASTREE	Ship	2142	A.C.le Quéllec, Bordeaux	----
Russell & Co., Port Glasgow & Greenock. Greenock yard.				
HINEMOA	4m.Bark	2283	J. Leslie, Glasgow	3600
NORDLYSET (Cmpl.'91)	Bark	1599	Bruusgaard, Kjøsterud & Co., Drammen	2500
Port Glasgow yards.				
GLENCONA	4m.Bark	2631	W.O.Taylor & Co., Dundee	----
HOLT HILL	4m.Bark	2398	Sl.Shp.H.H.Co.Lim.(William Price & Co.), Lpl.	3750
BREIDABLIK	4m.Bark	2416	Bruusgaard, Kjøsterud & Co., Drammen	3800
SNAIGOW	4m.Bark	2384	David Bruce & Co., Dundee	3800
ECUADOR			Tidemann & Co., Bremen	
H.HACKFELD			J.C.Pflüger & Co., Bremen	
THISTLEBANK	4m.Bark	2430	A. Weir, Glasgow (Completed 1891)	3800
COMLIEBANK	4m.Bark	2283	A.Weir, Glasgow	3600
ASULF			1913 E.Monsen, Tvedestrand, Norway	
ELMBANK	4m.Bark	2288	A. Weir, Glasgow	3600
STRATHGRYFE	4m.Bark	2276	J. & W.Stewart, Greenock	3600
MARGRETHA			1910 H.H.Schmidt, Hamburg	
GRACIOSA			1915 Portuguese Government	
SIMLA	4m.Bark	2214	G.M.Steeves, Liverpool	3600
GARNET HILL	4m.Bark	2274	J.R.Dickson, Glasgow	3600
PORT STANLEY	4m.Bark	2276	Crawford & Rowat, Glasgow	3600
EDENBALLYMORE	Ship	1726	Sl.Shp.E.Co.Lim.(Thompson, Dickie & Co.),	2800
EDENMORE			1902 Lang & Fulton, Greenock / Londonderry.	
TEMPLEMORE	Ship	1717	Sl.Shp.T.Co.Lim.(Thompson, Dickie & Co.)	2800
CULMORE	Ship	1720	Sl.Shp.C.Co.Lim.(Thompson, Dickie & Co.)	2800
SOCOTRA	Ship	1704	P.Denniston & Co., Glasgow (Cmpl.1891)	2860
CAMBRIAN KING	Ship	1717	Shp.C.K.Lim.(Thomas Williams & Co.), L'pool	2800
BURMAH	Ship	1734	Foley, Aikman & Co., London	2800
COQUIMBO			A.D.Bordes & Fils, Dunkirk	
ARDNAMURCHAN	Ship	1718	Hugh Hogarth, Ardrossan	2800
SPERANZA			1909 Genoa	
GUNDA			1912 Th. Brøvig, Farsund, Norway	
DUMBARTON ROCK	Ship	1716	James Cornfoot, Glasgow	2800
LIKA			H.Burmester, Hamburg	
HAMINGJA			1915 E. Knudsen, Norway	
LYNGØ			1919 Skibs A/S Otra (L.Jørgensen), Christiansand	
SKJOLD	Bark	1598	A. & F.Smith, Tvedestrand. (Completed 1891)	2500
INVERMARK	Bark	1436	G.Milne, Aberdeen	----
BIRTHA (Cmpl.1891)	Bark	1431	Et Interessentskab (A.F.Klaveness), Sande-	2330
QUILPUE	Bark	1387	Brodersen, Vaughan & Co., Liverpool / fjord/	2250
ROALD AMUNDSEN				
MIMOSA			Red.A/B Mimosa (E.Braathen), Stockholm	
MIEFIELD	Bark	1369	Alexander Rae & Co.	2250
Archibald McMillan & Son Lim., Dumbarton				
SWANHILDA	4m.Bark	2150	J.W.Carmichael & Co., Glasgow	
INVERGARRY	Bark	1425	George Milne & Co., Aberdeen (Cmpl.1891)	2300
GARTHGARRY			Marine Navigation Co., Montreal	
D. & W. Henderson & Co., Meadowside, Partick, Glasgow.				
FRANCE	5m.Bark	3784	A.D.Bordes & Fils, Dunkirk	6150
Barclay Curle & Co.Lim., Whiteinch, Glasgow				
CAPE YORK	4m.Bark	2128	Lyle Shipowning Co.Lim., Greenock	2128
GERS			A.D.Bordes & Fils, Dunkirk	



## UNITED KINGDOM LAUNCHINGS, 1890, continued

Charles Connell &amp; Co., Scotstoun Shipbuilding Yard, Whitinch, Glasgow

MELETE	Ship	1782	B. Wencke Sohne, Hamburg	
IVERNA	4m. Bark	2312	A. Mackay & Co., Glasgow	
HERØ			1915 Arne Larsen, Bergen, Norway	
ERATO	Ship	1780	B. Wencke Sohne, Hamburg	

Alexander Stephen &amp; Sons, Linthouse, Glasgow

FASCADALE	4m. Bark	2083	J. & A. Roxburgh, Glasgow	
-----------	----------	------	---------------------------	--

Alexander Stephen &amp; Sons, Dundee

MAYHILL	4m. Bark	2121	G.W. Wood, Dundee (Iron & Steel)	
GALFNA (Compl. 1891)	4m. Bark	2294	Builders (Iron & Steel)	

Grangemouth Dockyard Co., Grangemouth &amp; Alloa.

BANKBURN (Alloa)	Bark	1427	Just & Co., Liverpool	2300
HOLTHE			A/S Holthe (A. Lunde), Larvik, Norway	
DANUBE (Alloa)	Bark	1459	James Nourse, London	----
TORDENSKJOLD (Alloa)	Bark	782	A.O. Lindvig, Kragerø, Norway	1200
ZAMBESE (G'mth)	Bktn.	389	Fabre & Fils, Marseilles	600
ORBIS (G'mth)	Bark	1619	Albert Evers & Classen, Hamburg	2500
OSTERBEK			Knöhr & Burchard, Hamburg	
VALBORG SKOGLAND				
EMIN PASCHA (Alloa)	Bark	1618	C.M. Matzen, Hamburg	2550
ELLERBEK			Knöhr & Burchard, Hamburg	
QUINTERO			Buchanan, Jones & Co., Valparaiso	

Ramage &amp; Ferguson, Leith

ORION	Bark	2081	W.S. Croudace, Dundee	
-------	------	------	-----------------------	--

Charles J. Bigger, Londonderry

HAWKSDALE	Ship	1824	J.H. Iredale & Co., Liverpool	2900
FOYLEDAL	Ship	1765	J. Henry Iredale & Co., Liverpool	2850
AINSDALE	Ship	1825	J. Henry Iredale & Co., Liverpool	----
ARKTIS (Steamship)			Lübeck, Germany	
KALKAVEN ZADE			Turkey	
DIMSDALE	Ship	1887	J. Henry Iredale & Co., Liverpool	----

Paul Rodgers &amp; Co., Carrickfergus

CREEK FISHER	3m. Sch	144	J. Fisher & Sons, Barrow	
SHOAL FISHER	3m. Sch	135	J. Fisher & Sons, Barrow	

Harland &amp; Wolff, Lim., Queens Island, Belfast

CALIFORNIA	4m. Ship	3099	North Western Shipping Co. (Ismay, Imrie & Co.), Lpl.	
ALSTER			1898 A/G Alster, Hamburg	
CHRISTEL VINNEN			1912 Bremer Stahlhof A/G, Bremen	

MacIlwaine &amp; MacColl Lim., Belfast

LAKE FISHER	4m. Sch	289	James Fisher & Sons, Barrow-in-Furness	
	(or 4m. Bktn)		(Steel plates; Iron frame)	

## UNITED KINGDOM SHIPBUILDING IN 1890

Only half a dozen vessels used any wrought iron in their hulls this year. The largest vessel was the five-master FRANCE; after her the White Star liner CALIFORNIA, 3099 gross. The largest ship was SPEKE, 2875 tons, and the largest bark ORION of 2081 tons.

Later owned in America were SIMLA, which became a tank barge on the Pacific Coast and was scuttled in San Francisco Bay in 1933; ROBERT DUNCAN, which may still be afloat as the Canadian barge FIBREBOARD; and the yacht WHITE HEATHER, which was owned by Harrison I. Drummond of New York as APACHE.